STATE ROUTE

District 6

Transportation Concept Report

Office of System Planning August 2006

DRAFT

Approval Recommended:

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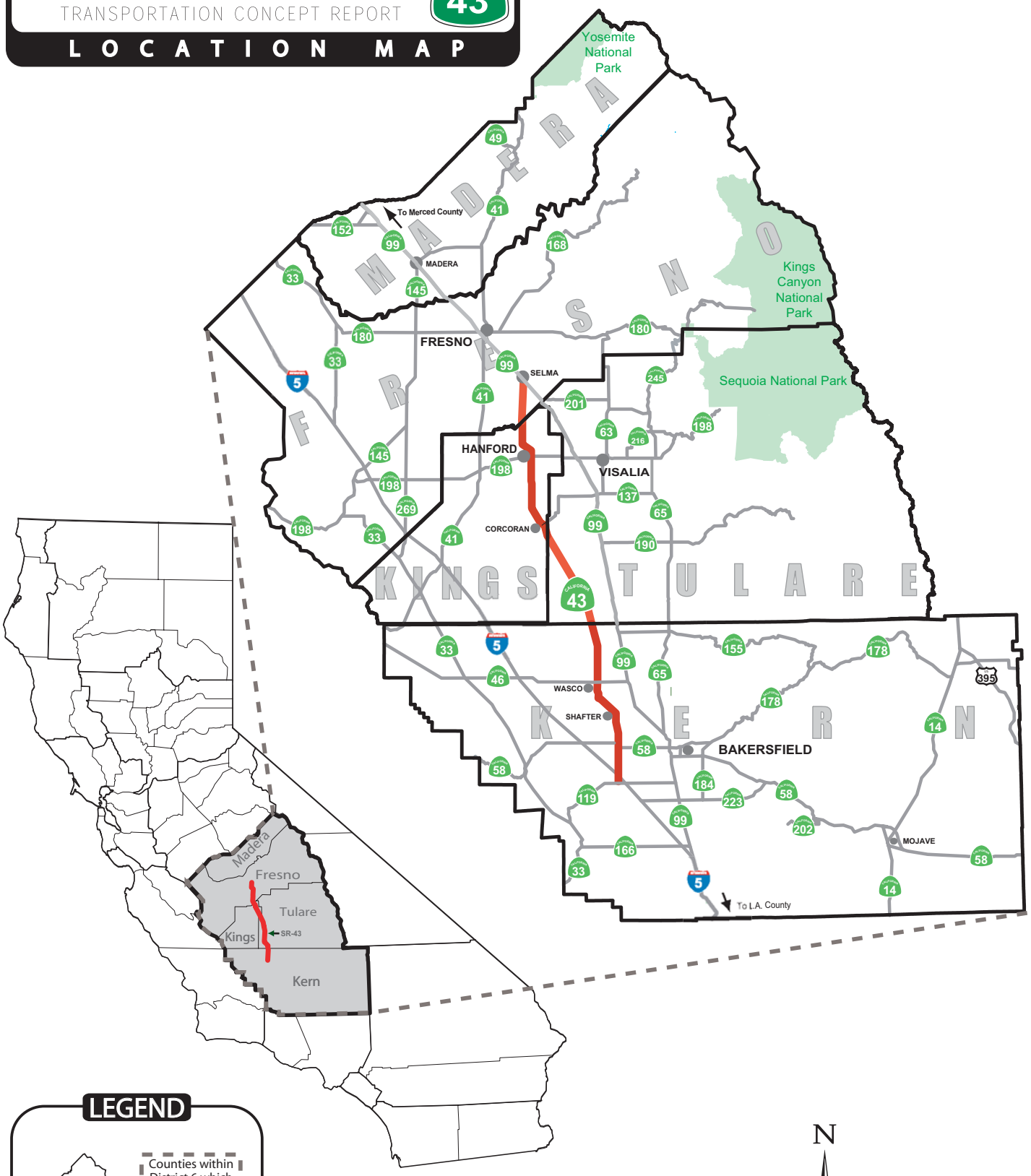
STATE ROUTE 43

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 43 traverses

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

DRAFT
Transportation Concept Report
State Route 43
August 2006

I. INTRODUCTION

A Transportation Concept Report (TCR) is a long-range System Planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2006, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain that Concept LOS. The primary focus for LOS attainment are capacity-enhancing improvements such as lane additions.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D, or whichever LOS is feasible to attain on that particular state highway facility. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental context. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies alternate modes of transportation (mass transit, rail, bicycle and pedestrians) and the deployment of Intelligent Transportation Systems (ITS) as integral to a route's future development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, also ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. This UTC does not consider funding as a constraint.

Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location This document also identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project study report (PSR) and/or design phases.

This TCR should be considered a "living document," and subject to amending as various projects are completed and conditions change. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for Route 43 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: This route begins at the junction of Route 119 in southern Kern County.

Ends: This route ends at the junction of Route 99 in the City of Selma in central Fresno County.

Length: Route 43 is comprised of a 97.60 mile highway. The highway is continuous except for a short gap on the north side of Wasco where it combines with SR-46 (in an east-west direction under the rail road tracks) for approximately one-half mile.

Jurisdiction: This Transportation Concept Report covers this route's entire length from its beginning at Route 119 in southern Kern County, through Tulare and Kings counties, to its terminus at Route 99 in the City of Selma (Fresno County). The entire route is located within Caltrans District 6.

Land Use: State Route 43 lies in the central San Joaquin Valley, and traverses the area in a north-south direction. Agriculture is the most dominant land use along the SR 43 corridor. Most of the agricultural land along this route is devoted to the production of crop and orchard products as well as dairy production and livestock raising. This route is primarily rural with the exception of those segments located within the cities of Wasco, Shafter and Selma and on the outer fringes of Corcoran and Hanford. There are no major residential, commercial, or industrial uses outside of these five areas. Similarly, shopping and other types of service oriented businesses are primarily to be found within Wasco, Shafter and Selma.

Terrain: The entire length of this highway is located on flat terrain.

A. Modal Alternatives

Passenger Rail Service: Railroad tracks and other railroad oriented facilities owned by the Burlington Northern and Santa Fe Railroad parallel much of this route's length through Kern, Tulare and Kings counties. These tracks, in addition to hauling freight, have been contracted to Amtrak for the use of its San Joaquin Route - a passenger route that services communities from Bakersfield to Stockton on a daily basis. Amtrak stations are located in Bakersfield, Wasco, Corcoran and Hanford and as such provide an alternative mode of transportation to much of this route. In an effort to improve the area's air quality the City of Corcoran currently provides its citizens with subsidized round-trip Amtrak tickets for those who commute frequently between Corcoran and Hanford.

Additionally, tracks of the San Joaquin Valley Railroad cross this route in two different locations - in Kern County at approximately PM 7.00 and in Kings County at approximately PM 18.75. In both instances these tracks are currently used for freight hauling but could be used, if the need arose, and if all parties agreed, as light or passenger rail in the future.

The Caltrans Division of Rail has hired a consultant to develop the San Joaquin Corridor Strategic Business Plan. The plan will look at among other rail issues, the potential connection of the San Joaquin Route to Los Angeles via the Tehachapi Rail Corridor. The business plan is anticipated to be completed by June 30, 2007.

High Speed Rail: The California High Speed Rail Authority (CHSRA) has developed a plan to build a high-speed rail line from San Diego to San Francisco. Electric-powered, high-speed trains

could be operated at speeds up to 200 mph, allowing for travel from downtown San Francisco to Los Angeles in approximately 2 1/2 hours. The proposed 700-mile-long system would stretch from San Francisco, Oakland or Sacramento in the north, through the Central Valley, to the south through Los Angeles, and San Diego. The final alignment has not as yet been chosen but could eventually parallel one or more segments of this highway if existing railroad right-of-way is used.

Transit Services: Both fixed-route and demand response (i.e. dial-a-ride) buses provide transit service to many non-connecting portions of this route.

Within Kern County the Kern Regional Transit system's "North Kern Express" provides inter-city services between Bakersfield and the cities of Shafter, Wasco, McFarland and Delano.

Within Kings County two separate transit systems are available. KART (Kings Area Rural Transit), is the primary transit operator within the county and also within the City of Hanford. In and around the City of Corcoran citizens have access to a demand response (dial-a-ride) service know as the Corcoran Area Transit (CAT).

Within Fresno County the Selma Transit operates both fixed route and demand response services within the City of Selma. None of Selma Transit's fixed routes uses Route 43 as a portion of its routes but their demand response services may occasionally use, or cross, Route 43 while providing its dial-a-ride services.

Neither Greyhound or the Orange Belt Stageline, this area's two primary inter-city bus companies, provide any normally scheduled services along any portion of this route.

Please refer to the "Transit" section of the Appendix for more detailed information on transit services available along Route 43.

Park & Ride Facilities: Only one park and ride facility is located along this route. That facility is located northeast of Hanford at the junction of Route 43 and 10th Ave. (i.e. - at the dividing line between Segments 18-19). This facility is used primarily by car-poolers driving to/from Selma, Fresno/Clovis and other points north.

Bicycle Routes & Facilities: The entire length of Route 43, being a conventional state highway, is opened to bicycle travel under a "share-the-road" basis. With the exception of Segments 1-3 in southern Kern County, this route primarily features wide bikeable shoulders and level terrain. Winter "tule fog" often presents a problem to bicyclists along this route between November and late February.

Please refer to the "Bicycle Routes & Facilities" section of the Appendix for more detailed information on bicycle routes and facilities along Route 43.

Pedestrian Needs / Facilities - Pedestrian and ADA concerns for this route are primarily to be found within the communities of Shafter, Wasco and Selma where there are heavy concentrations of residential, retail and commercial properties on or adjacent to this route's right-of-way. The remainder of this route is very rural with few, if any, current pedestrian or ADA concerns at the present time.

Please refer to the "Pedestrian Access / Facilities" section of the Appendix for more detailed information on pedestrian and ADA access along Route 43.

B. Intelligent Transportation Systems (ITS)

At the present time the only applications of ITS that can be found along Route 43 include one changeable message sign (CMS) in Kern County at PM 3.65 (approximately two miles north of Interstate 5) and emergency call boxes at eighteen locations within Kern County. These call boxes are owned and maintained by the Kern Council of Government's (KCOG) Kern Motorist Aid Authority. Additional deployment of ITS technology along this Route may enhance the operational efficiency and safety of the route by informing motorists of traffic congestion, inclement weather (specifically the presence of winter tule fog), dust storms, construction delays and accidents.

Please refer to the "ITS" section of the Appendix for more detailed information on Intelligent Transportation Systems in use or planned along this Route.

C. Route 43 Highway Facts:

- Before being combined and renumbered in July 1964, Route 43 as we know it today was comprised of State Legislative Routes 135 and 139.
- The first 17 segments of this highway (i.e. between Route 119 and Route 198), were added to the State Highway System in 1933 while the remaining four northern segments (i.e. those portions between Route 198 and Route 99) were added to the State Highway System in 1959.
- Also in 1959, Route 43, between Interstate 5 and Route 99, became a part of California's Freeway and Expressway System
- This route is commonly known as the "Central Valley Highway" between the cities of Shafter and Selma.
- This route primarily provides access to and from the agricultural related endeavors that occur along its corridor.
- This route also serves as a major corridor to and from the cities of Shafter and Wasco, and to a lesser degree Selma.
- Within Shafter, Wasco and Selma this route is categorized as a major arterial.
- During mornings and evenings rush hours, Route 43 is a major commuter route between Corcoran/Hanford and cities north - i.e. Selma, Fowler and Fresno/Clovis.
- When needed, this route can be used as an alternative to SR-99, which parallels much of this route to the east
- Currently route is comprised of numerous segments of 2-lane conventional highway, several segments of 4-lane divided conventional highway and from Tulare County (Tulare PM 21.90) to the Kings/Fresno County Line (Kings PM 27.30), is a 2-lane expressway.
- Four Freeway Agreements, each written in the early 1950's (know then as Route 135) are in existence for the Tulare and Kings County expressway segments.
- Colonel Allensworth State Historical Park is the only major recreational facility located on this route.

For additional information on this routes existing and future facilities please refer to the four Summary Charts which follow this section. For additional information on this route's existing Freeway Agreement please refer the Freeway Agreement section of the Appendix.

D. General Environmental Concerns: Environmental concerns vary from segment to segment. Generally however environmental concerns on this route may revolve around:

- The possible encroachment into archeological sites (various locations)

- Endangered species habitats, wetlands and river areas (various locations)
- The existing built environment (i.e. the displacement of residences and businesses)
- The Burlington Northern Railroad facilities located on one or the other side of this highway
- The Salyer Farms Airport (southeast of Corcoran) which is currently located only a few feet west of this highway's right-of-way line.

Note - Many of the classifications mentioned above are monitored by Caltrans' Cultural Resources staff and/or Native American Consultants and may be further subject to considerations under State and Federal laws relating to cultural resources management.

For more specific segment environmental concerns please refer to Section IV.

III. SEGMENT MAP

Attached on the next page is the 11" x 17" master foldout map showing the location of the 21 highway segments detailed within this TCR. Segments 1 - 12 are located within Kern County, Segments 13 - 14 are located within Tulare County, Segments 15 - 19 are located within Kings County and Segments 20 - 21 are located within Fresno County.

Following the 11" x 17" master segment map is an overview of Route 43 geometrics including land use and environmental considerations. The overview is divided into four segment groups. Each group has a detailed segment map and information concerning the segments covered therein.

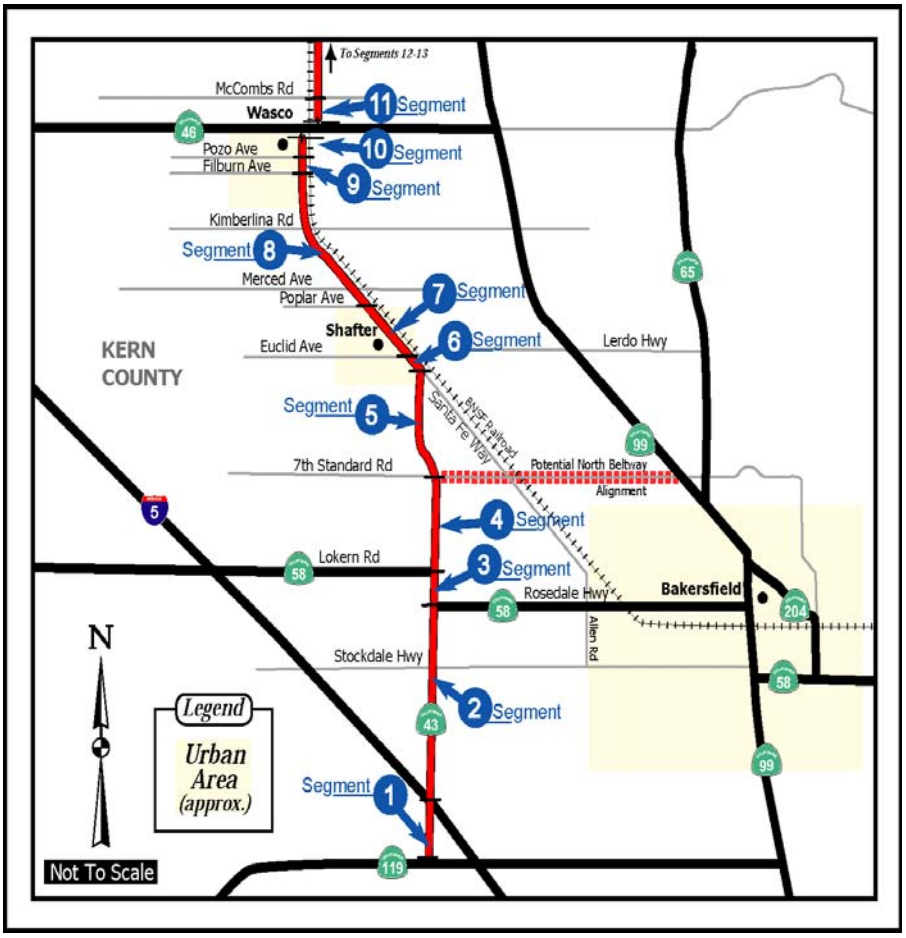
Please replace this blank page with the
Segment Map printed separately.

IV. GEOMETRICS, LAND USE AND ENVIRONMENTAL CONSIDERATIONS

Segments 1-11: Junction State Route 119 to McCombs Road

Begins: At the junction of Route 119 (PM 0.10) in Kern County.
Ends: At the junction of McCombs Road (PM 26.30) in Kern County.

Land Use: With the exception of the urban areas of Shafter and Wasco, land use within these 11 segments of Route 43 is primarily agricultural related - open range land, dry land farming, irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with occasional petroleum - related activities. Route 43 crosses Interstate 5 at Post Mile (PM) 1.5 and the Kern River at PM 2.65.



Additionally, small clusters of retail establish ments occur at the south junction of Route 58 (i.e. Rosedale Highway - PM 8.11) and again at the junction of 7th Standard Road (PM 12.20). The cities of Shafter and Wasco are supported primarily by agricultural-related activities. The Burlington Northern Santa Fe Railroad parallels the east side of this route from the junction of Santa Fe Avenue (PM 15.74) to the west junction of Route 46 (PM R25.10) , and then on the route's west side from the east junction of Route 46 (PM 25.20) to McCombs Road (PM 26.30).

Facility: Between its beginning at Route 119 (PM 0.10) and the beginning of the urban areas of Shafter (PM 16.25) Route 43 consists of a 2-lane conventional highway. Between PM 16.25 and Poso Avenue (PM 24.10) Route 43 is a 4-lane conventional roadway, and between Poso Avenue and McCombs Road the route is again a 2-lane conventional highway. During the growing and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines,

mechanical picking equipment etc.) is a frequent occurrence within these eleven segments. Such movement of equipment occasionally hinders the free flow of traffic on this route.

Interchanges and other State Highway connections occurring within Segments 1-11

- A non-signalized at-grade intersection at Route 119 at Kern PM 0.00
- A non-signalized grade-separated interchange with Interstate 5 at PM 1.90
- A non-signalized at-grade intersection with Route 58(S) - Rosedale Hwy - at Kern PM 8.11
- A non-signalized at-grade intersection with Route 58(N) - Lokern Rd - at Kern PM 9.16
- A signalized at-grade intersection with Route 46(W) - Wasco - at Kern PM 25.10
- A non-signalized at-grade intersection with Route 46(E) - northeast of Wasco - at Kern PM 25.20

Note: Kern County is currently proposing the construction of two "beltways" that could eventually affect Route 43. The so-called "West Beltway", if constructed as shown on existing maps, would be along an alignment, east of, but parallel to this route. The proposed "North Beltway", again if constructed according to existing maps, would parallel 7th Standard Road. Either of these beltways, if constructed, offers the potential of additional at-grade conventional or grade- separated freeway interchanges, as well as changes to existing traffic volumes and traffic patterns.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 1-11:

- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily within the cities of Shafter, Wasco and Selma)
- The presence of the Burlington Northern & Santa Fe Railroad facilities located on one or the other side of this highway within Segments 6-11.

Segments 12-13: McCombs Ave to 0.2 mi S. of Deer Creek

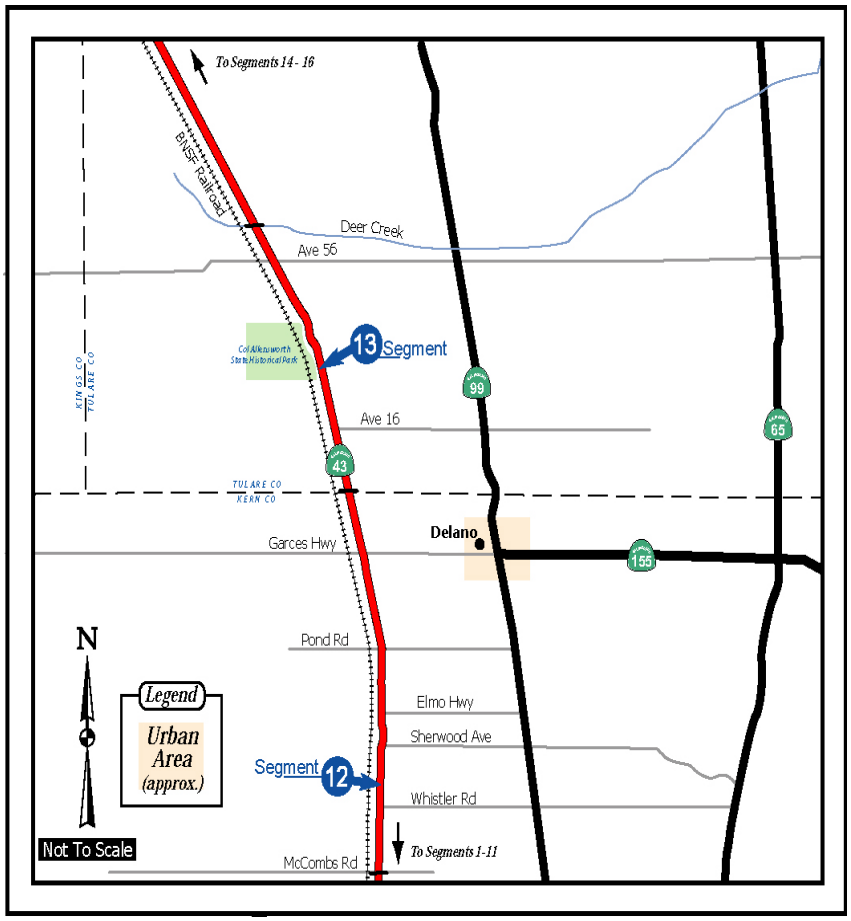
Begins: At McCombs Avenue (PM 26.30) in Kern County
Ends: At 0.2 miles south of Deer Creek (PM 9.90) in Tulare County

Land Use: Land use within Segments 12 and 13 is predominantly agricultural related - dry land farming, irrigated crops (primarily cotton and alfalfa), vineyards and fruit orchards - along with an occasional petroleum-related activity. No commercial or retail facilities, or major urban centers, exist along Route 43 within these two segments. Colonel Allensworth State Historical Park is located at Tulare PM 5.40. The Burlington Northern & Santa Fe Railroad continues to parallel the roadway on its west side within these two segments.

Facility: Between McCombs Road (Kern PM 26.30) and a point just south of Deer Creek (Tulare PM 9.90) Route 43 is comprised of a 2-lane conventional highway. In season, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these two segments. Such movement of equipment occasionally hinders the free flow of traffic along this route.

Interchanges and other State highway connections:

- No interchanges or intersections with other state highways occur within Segments 12 or 13.



Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 12 and 13:

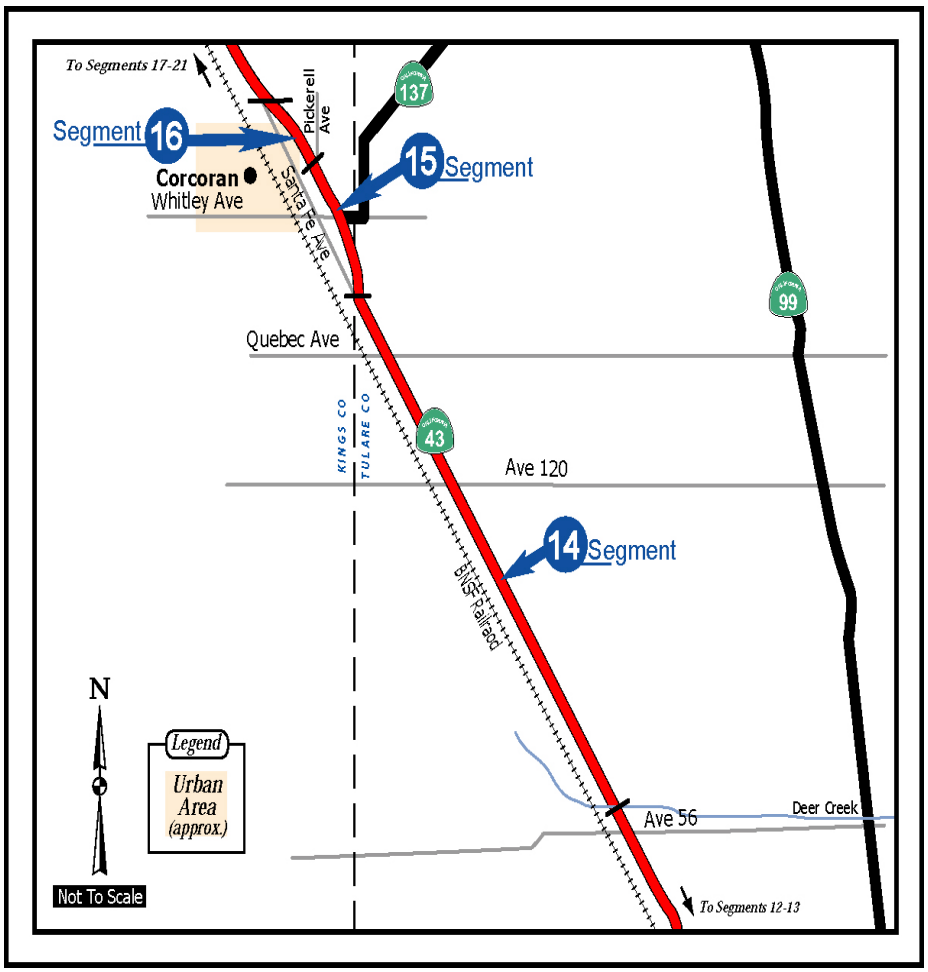
- The possible encroachment into archeological sites (various locations)
- Endangered species habitats and wetlands (various locations)
- The presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this highway within Segments 12 and 13.

Segments 14-16: 0.2 mi. S. of Deer Creek to N Jct. Santa Fe Avenue/Nevada Ave.

Begins: At 0.2 mi. S. of Deer Creek (PM 9.90) in Tulare County
Ends: At N Jct. Santa Fe Avenue (PM 3.02) in Kings County

Land Use: Land use within Segments 14 and 15 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). No commercial or retail facilities currently exist along the route within these two segments. Within Segment 16 the environment changes to one of mixed commercial, industrial and residential facilities as the highway passes through the northeastern fringes of Corcoran. Along a majority of segment 14, the Burlington Northern & Santa Fe Railroad tracks parallel the roadway on the route's west side and for the first mile and a half of Segment 15 (Kings PM 0.00 to Kings PM 1.50), the highway passes immediately to the east of the Salyer Farms Airport - a private non-commercial airport.

Facility: Between 0.2 miles south of Deer Creek to a point just south of the Tulare/Kings County Line (Tulare PM 9.90 to PM 22.10) ,Route 43 is comprised of a 2-lane conventional highway and from the point just south of the county line (Tulare 22.10) through the end of Segment 16 (Kings PM 3.02) the route is designated as an expressway . Freeway Agreements are currently on file for Segment 15 and 16 (See Appendix section Freeway/Controlled Access Agreements). During the planting and harvesting seasons, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within these three



segments. Such movement of equipment occasionally hinders the free flow of traffic along these segments.

Interchanges and other State highway connections occurring within Segments 14-16:

- A non-signalized at-grade intersection with Route 137 (Kings PM 1.45).

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may need to be addressed within Segments 14-16:

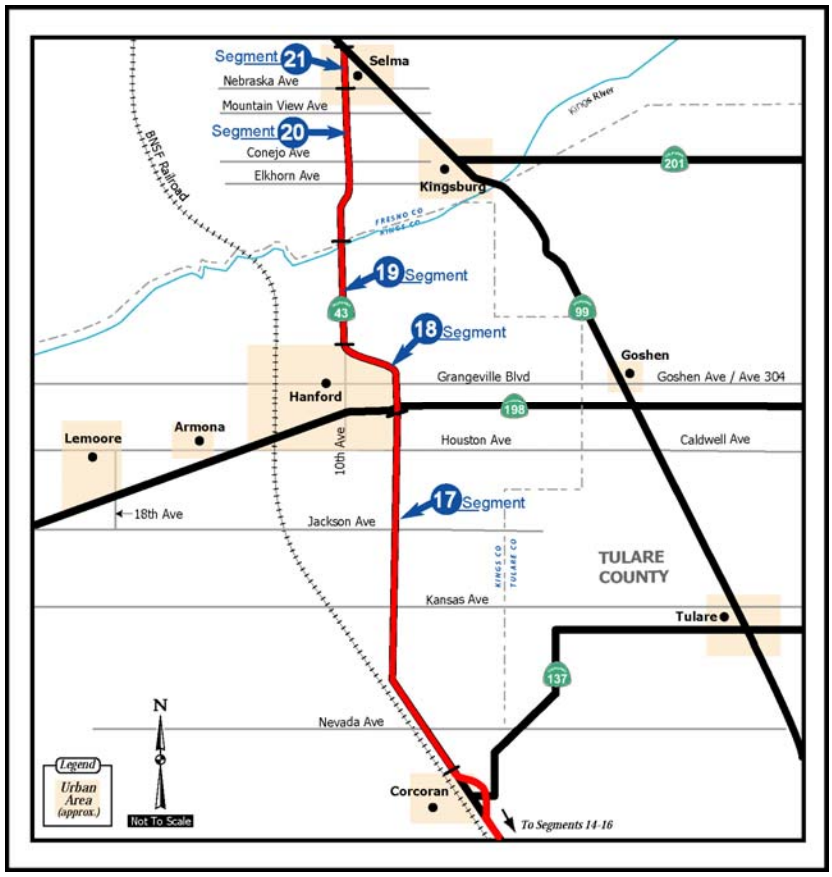
- The possible encroachment into archeological sites (various locations)
- Possible endangered species habitats and wetlands (various locations)
- Encroachment into and/or the displacement of the existing built environment (primarily in the vicinity of the Salyer Airport and on the east side of Corcoran)
- The continued presence of the Burlington Northern & Santa Fe railroad facilities located on the west side of this route within Segment 14.

Segments 17-21: N Jct. Santa Fe Avenue to Jct SR 99 (End of Route).

Begins: At the N Jct. Santa Fe Avenue (Kings PM 3.02) in Kings County
Ends: At the Jct. SR 99 (Fresno PM 9.30 - end of route) in Selma, Fresno County

Land Use: Land use within Segments 17 to 20 is also predominantly agricultural related (i.e. dry land farming, irrigated field crops [mostly cotton and alfalfa], vineyards, large dairies and fruit orchards). At this time, no commercial or retail facilities exist along the route within these four segments. However, Segment 18 lies just beyond the current outer fringes of Hanford and any further development north eastward from the city could place this route within a developed area. Within Segment 21 the environment changes from rural to mixed commercial and residential facilities as the highway passes through the southern and central portion of Selma.

Facility: From its beginning at the North junction of Santa Fe Avenue, north of Corcoran, to the junction of SR 198 (Kings PM 3.02 to Kings PM 18.20) Segment 17 is designated as a 2-lane expressway (for additional information please see Appendix section Freeway/Controlled Access Agreements). North of SR 198, Segments 18 to 20 are comprised of 2-lane conventional highway segments while Segment 21 widens into a 4-lane divided conventional roadway as it enters the city of Selma. During the planting and harvesting seasons the occasional movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment etc.) is a frequent occurrence within Segments 17-20. Such movement of equipment occasionally hinders the free flow of traffic along these four segments. Additionally, this route's only park and ride facility is located at the junction of Route 43 and 10th Avenue in northeast Hanford (at the borderline between Segments 18 & 19).



Interchanges and other State Highway connections occurring within Segments 17-21:

- A grade-separated freeway interchange with SR 198 at Kings PM 18.20.
- A grade- separated interchange with SR 99 in the city of Selma at Fresno PM 9.30.

Environmental / Archeological Concerns: The following environmental and/or archeological concerns may be encountered within Segments 17-21:

- The possible encroachment into archeological sites (various locations).
- Endangered species habitats and wetlands (various locations).
- Encroachment into and/or the displacement of the existing built environment (primarily within Segment 21 - the city of Selma).

V. Concept Rationale

Route Concept LOS:

Rural: LOS D was assigned to all of the rural portions of Route 43 due to the inter-regional importance of this route and the anticipated traffic volumes.

Urban: LOS D was also assigned to the urban portions of this route - namely Segments 7 (Shafter), 9-10 (Wasco) and 21 (Selma). In this case LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and construction complexities typically encountered in existing urban environments.

Concept Facility:

The Concept Facility (i.e. corridor improvements considered viable within 25 years) is as follows:

- **2-lane conventional highway, Improved** (Segments 1-5): only operational and safety improvements are proposed for these segments.
- **Maintain current 4-lane conventional highway configuration** (Segments 6-9): no improvements are expected for these four segments.
- **2-lane conventional roadway, Improved** (Segments 10-14): only operational and safety improvements are proposed for these five segments.
- **2-lane expressway, Improved** (Segments 15-17): only operational and safety improvements are proposed for these three segments.
- **2-lane expressway, Improved** (Segments 18-19): to a 4-lane expressway.
- **2-lane conventional highway, Improved** (Segment 20): improve to a 4-lane conventional highway.
- **4-lane highway, Improved** (Segment 21): only operational and safety improvement are proposed for this segment.

Ultimate Facility:

This route's Ultimate Facility (i.e. for years 2030 and beyond) is as follows:

- **2-lane conventional, Improved (Segments 1-5):** a 4-lane conventional highway
- **2-lane conventional, Improved (Segments 10-14):** to a 4-lane conventional highway plus additional improvements
- **2-lane conventional highway, Improved (Segments 15-17):** to a 4-lane expressway.

Note: Should either of the proposed Kern County beltways be constructed, as shown within the City of Shafter's 2005 General Plan and other maps, both the Concept or Ultimate Facility scenarios described above may need to be revised to properly reflect any traffic shifting that may or may not occur by the building of such facilities.

VI. State Route 43 Transportation Concept Report Summary Chart

The Summary Chart on the following four pages indicate that SR 43 is divided into 21 separate segments. The chart provides descriptive and technical information, both current and forecasted, for the State highway. It also has a linear geographic diagram that illustrates the major state and local highway facilities, along with key natural features and city/county boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" on the left side of each chart defines what is shown on the Chart with the exception of self-explanatory items. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

Please replace this blank page with Summary Chart 1-A printed separately.

Please replace this blank page with Summary Chart 1-B printed separately.

Please replace this blank page with Summary Chart 2-A printed separately.

Please replace this blank page with Summary Chart 2-B printed separately.

VII. REVIEW OF ROUTE 43 PERFORMANCE: CURRENT AND FUTURE

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 43 is deficient when it operates below the designated Route Concept LOS of D.

As of the year 2006, Route 43 is operating at LOS B or LOS C within all of Kern and Tulare Counties, within Segments 15-17 of Kings County and within Segment 21(Selma) of Fresno County. Segment 21's LOS C is due to its existing four-lane configuration within Selma.

Within Segments 18 and 19 (Kings County) and Segment 20 (Fresno County) Route 43 is currently operating at Concept LOS of D.

By 2030, without improvements, this route will not meet its Concept LOS of D in Segments 14 and 18-20, it will meet the Concept Level of D in Segments 2-3, 16-17 and 21 and will exceed its Concept Level of D in Segments 1, 4-13 and 15.

Four Freeway Agreements are in place for this route from Tulare PM 21.9 (just south of the Tulare/Kings County Line) to Tulare PM 22.7 (Tulare/Kings County Line) and from Kings PM 0.00 to Kings PM 18.40 (Jct. SR 198). All agreements were adopted between 1951 and 1953 when this route was known as State Legislative Route 135. Currently the highway between these postmiles is constructed as a 2-lane expressway (See Appendix for further details).

Although Route 43 is primarily a 2-lane conventional highway for a majority of its length the highway is currently listed on the National Network and Terminal Access list for STAA trucks. As such, the highway often experiences a high volume of truck traffic with several segments experiencing counts as high as 30-40% of total traffic volume.

Additionally, throughout the year, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment, etc.) is a common occurrence within all but the urban segments of this route. Such movement of equipment along the shoulder areas of the highway occasionally impedes the safe free-flow of automobile and truck traffic.

Two areas of concern for future development of this highway in Kern County occur in the cities of Wasco and Shafter. In both cities this route functions as an arterial street wherein existing commercial and residential buildings adjoin our rights-of-way. Any future improvements or widening of this roadway in these areas will present challenges and the possible displacement of people and /or structures. In addressing these two concerns, the current version of the Kern County General Plan suggests that any potential upgrading of this highway in the Wasco and Shafter areas consider alternate alignments.

Lastly, in July of this year the City of Selma presented Caltrans with a tentative proposal for the eventual relinquishment of Route 43 within the City's sphere of influence. In its proposal the City envisions taking control of the existing highway from approximately Valley View St. (Fresno PM 8.15 +/-) to the route's current terminus at Highland Ave. and Route 99 (Fresno PM 9.3). The proposal then suggests that Caltrans relocate and lengthen Route 43 on a new alignment (approximately one-mile west of the current alignment) from Valley View St. to Route 99 - with a new interchange being constructed at approximately Route 99 and Dinuba Ave. No additional details are available at this time.

VIII. Planned and Programmed Improvements to Route 43

The following tables show both the planned and programmed projects for Route 43 over the next 25 years. The planned projects include *candidate* projects for the STIP as well as RTP projects. The programmed projects include *actual* projects in the STIP or TCRP that are partially or fully funded. All STIP projects listed below are capacity-increasing projects.

The below table shows:
1. The specific segment.
2. Route 43 Planned Projects - the listing document (RTP or STIP Candidate), description of the project, and known pertinent data.
3. Route 43 Programmed Projects - the listing document (STIP, TCRP) description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.

Segment # PM From/To	Planned Projects	Programmed Projects
KERN COUNTY		
Segments 1-12: PM 0.1 / 38.8 Jct Rte 119 (Begin Route) / Tulare County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
TULARE COUNTY		
Segments 13-14: PM 0.0 / 22.7 Kern County Line / Kings County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
KINGS COUNTY		
Segments 15-19: PM 0.0 / 27.3 Tulare County Line / Fresno County Line	There are currently no projects planned for these segments.	There are currently no projects programmed for these segments.
FRESNO COUNTY		
Segment 20: PM 0.0 / 8.3 Kings County Line / Nebraska Ave.	**2004 RTP** PM 0.0 / 8.3 widen to 4-lane highway from Kings County Line to SR 99. Begin Construction: 2015*	**2000 STIP:** PM 0.0 / 8.3 from the Kings County Line to Rte 99 Jct - widen from 2-lane to 4 -lane divided highway. Begin Construction: 2009/10* Complete Construction: 2011/12*

* Tentative Dates - funding currently suspended for the TCRP Program.

Please see the Appendix for this TCR's References, Glossary, and additional information concerning Intelligent Information Services (ITS), Freeway Agreements, Transit , Bicycles and Pedestrians.